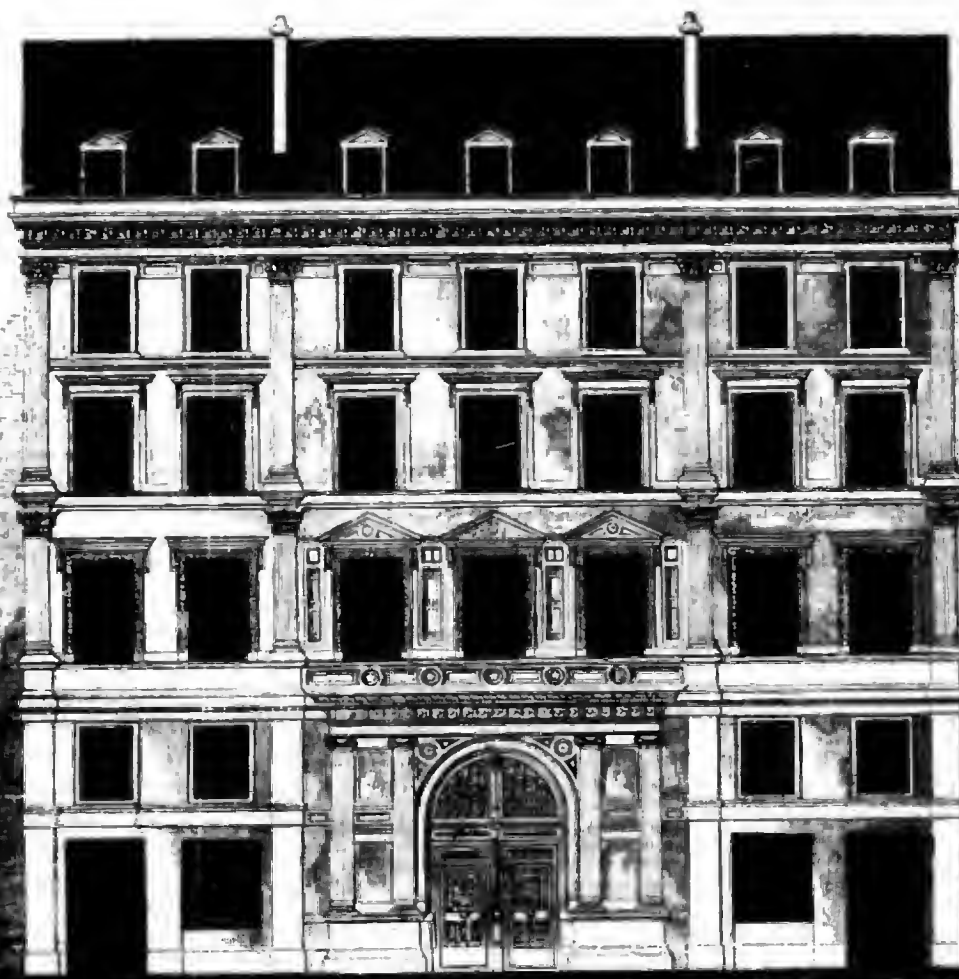


## STREET ARCHITECTURE—PARIS.



HOTEL LACARRIERE.—M. ROLLAND, ARCHITECT.

STREET ARCHITECTURE.—PARIS.  
FRONT OF THE HOTEL LACARRIERE.

ANNEXED, we give the entrance-front of the Hotel Lacarriere, in the Rue de Vendôme, Paris, erected from the designs of M. Rolland, architect. It has a frontage of 74 feet, and is 62 feet high to the top of the entablature. A description of the building was promised in the *Moniteur des Architectes*, wherein the elevation, plan, and some of the details first appeared, but the troubles of the revolution have led to the temporary suspension of that work,—a circumstance much to be regretted. The last number of the *Moniteur* which was published contained a translation of our descriptive account of the Palm House at Kew.

## NOTES IN THE PROVINCES.

VARIOUS improvements have been lately carried out at Isleworth. The new burial ground adjoining the old was to be consecrated on 21st inst. The whole has been enclosed with an iron railing. The old altar window of the church has been replaced by a new one, of stained glass, by Collins, from a design by Miss Honeywood, of Isleworth-house. The pews are to be remodelled.—Some ornamental figures surmounting the pillars at the gate entrance to Wilton-house have been wantonly or maliciously destroyed. They had been recently executed by a local artist, Mr. Rex.—

The building of the new lock-up at Stratford-on-Avon has been begun by the contractors, Messrs. William Martin and Son, of that town. It is to be of brick, with freestone dressings, and to cost about 800*l*.—It has been resolved at a public meeting in Birmingham to establish a model lodging-house for the poor there.—The Liverpool Health Committee have been requested by the town council, to report as to the best means of laying out a great extent of vacant land in the municipal borough, with reference to existing and future streets, and on some regular plan. Mr. Earle, in proposing the resolution, stated that "a very important improvement, extending over upwards of four miles of road, could be effected at the north end of the town for 66,000*l*. The sum might appear large, but let the council recollect that they had expended 20,000*l*. in widening Parker-street."—From an abstract of receipts and disbursements under the Sanitary Act for Liverpool, it appears that the expenses of the sewerage and drainage in the Parliamentary borough from January 1 to March 31, 1847, were 34,516*l*. odds, the receipts amounting to within 6,068*l*. of that sum. From 1st April, 1847, to 31st March, 1848, the amount expended was 151,770*l*. odds, and the sum received less by 12,961*l*. 3*s*.—The first stone of a new National School for 500 children, at New Wortley, was laid on Whit-Monday.—A scheme on an extensive scale for providing dwellings for the working classes in Edinburgh is in contemplation. It is said that about 20,000*l*. will be

invested in the undertaking.—A report by the Plans and Works Committee of that City, on the annual report of the Superintendent of Public Works on the state of the City churches, and suggesting extensive repairs on the Iron Church, and that those contemplated on the High Church should be delayed till next year, has been cannily "approved by the Council, so far as the High Church was concerned."—A considerable number of the operative masons of Glasgow have struck, on their employers attempting to reduce their wages about 10 per cent.

VENTILATION OF SHIPS.—Sir: It has been proposed, in your excellent journal, as a means of ventilating emigrant ships, that the cooking should take place under deck. I can see no objection to that arrangement, if people choose to adopt it. It would tend to promote warmth and cheerfulness, and prove a great convenience to female passengers, more especially in cold and stormy weather. I would propose, however, in any case, that a flat or round sheet-iron tube reaching nearly to the lower deck, should be attached to the back of the cooking-stove, and extend high enough above the upper deck, or gangway, so as to give sufficient vent to the heated air, and not be in the way of return smoke. Tubes for admitting fresh air should be attached to the different masts. The cooking-stoves would act as *fourneaux d'appel*, and the vessel would be ventilated in all weathers.—H. McCORMAC, M.D.